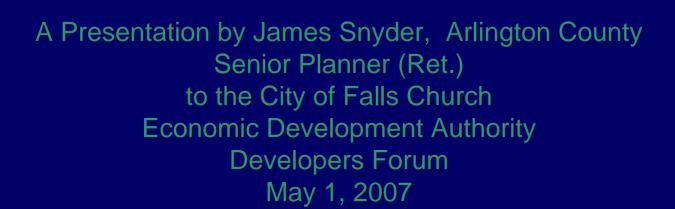


30 Years of Smart Growth

Arlington County's Experience with Transit Oriented Development in the Rosslyn-Ballston Metro Corridor



PRESENTATION OVERVIEW

- Review of Arlington's efforts to use transit to both redevelop an older commercial corridor and ensure future riders for the system
- How we planned and some of the tools we used
- Identify some of the successes and lessons learned





TRANSIT ORIENTED DEVELOPMENT

- Many American cities are at a crisis point
- We know we can't continue to grow as in the past
- It's too expensive to serve
- Work and home trips take too long and must always be car
- Wastes too much land





TRANSIT ORIENTED DEVELOPMENT

- TOD and smart growth are current "buzz" words representing the desire for something different
- Another form of growth
- Arlington has been in the forefront of this trend for over 30 years





SETTING THE STAGE

- Arlington is a 26
 square mile, urban
 county which was a
 part of the original
 District of Columbia
- Population 193,800
- Jobs 206,200
- Housing units 94,700







SETTING THE STAGE

- 1960 7.5 million sq. Ft. Office
- Declining retail corridors
- Emerging market for government office space
- Strong single family neighborhoods
- Large number of garden apartments, some of which were beginning to decline
- 97,505 jobs
- 71,230 housing units





ROSSLYN











COURT HOUSE









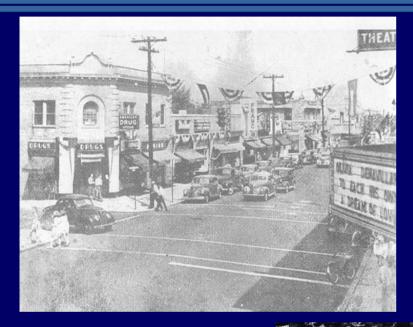
CLARENDON



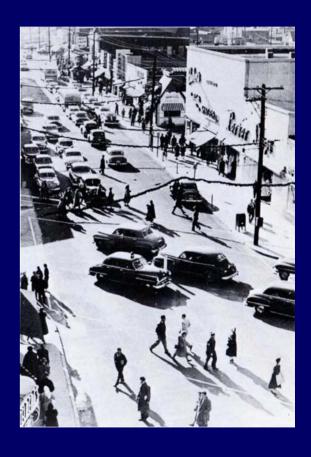




ARLINGTON'S OLD DOWNTOWN



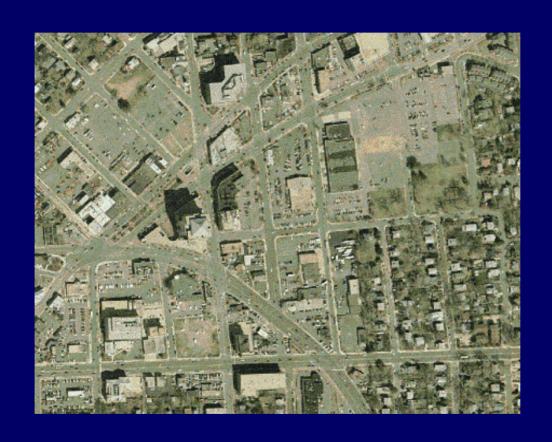








CLARENDON THEN







VIRGINIA SQUARE







PARKINGTON (BALLSTON)

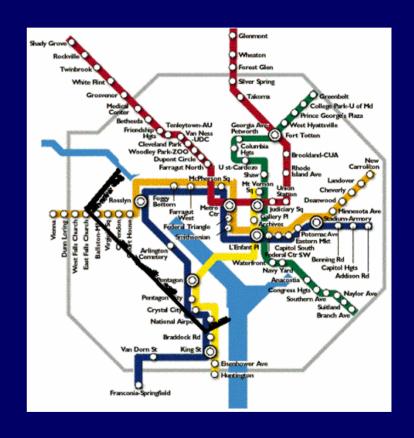






SETTING THE STAGE

- Beginning of the planning for a regional transit system
- Embarked on an ambitious community planning effort
- Had already debated the impacts of development vs the benefits of growth and decided we wanted to encourage growth as well as encourage riders







PLANNING HISTORY

- Arlington lobbied strongly for an underground route along the old commercial corridor vs along the median of future highway
- Put up \$300 million local money for preferred routes and more stations







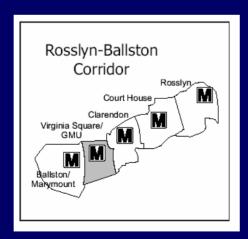
- The major policy goals that resulted were:
 - Strive for a 50/50 tax base mix of residential and commercial
 - Strive for mixed-use development with a significant level of residential
 - Preserve existing single family, garden apartments and green open spaces
 - Focus redevelopment within 1/4 mile of metro station entrances to encourage transit ridership
- Adopted a corridor-wide GLUP based on agreed-to development goals

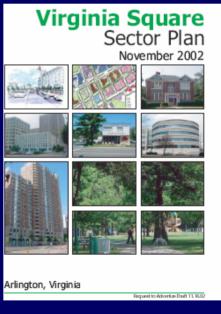


SECTOR PLANS

Then focused on developing sector plans to create distinctive "urban villages"

- Overall vision for each station area
- Desired public improvements
- Location for retail
- Urban design standards



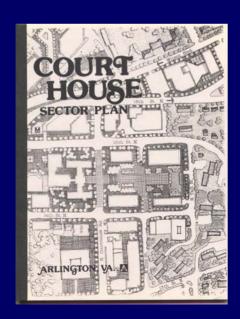


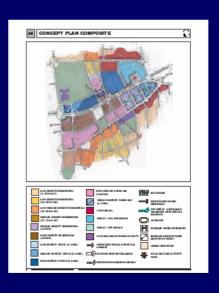




SECTOR PLANS

- Public infrastructure needs
- Open space, streetscape standards
- Each focused on an area of approximately 1/4 mile from the metro station









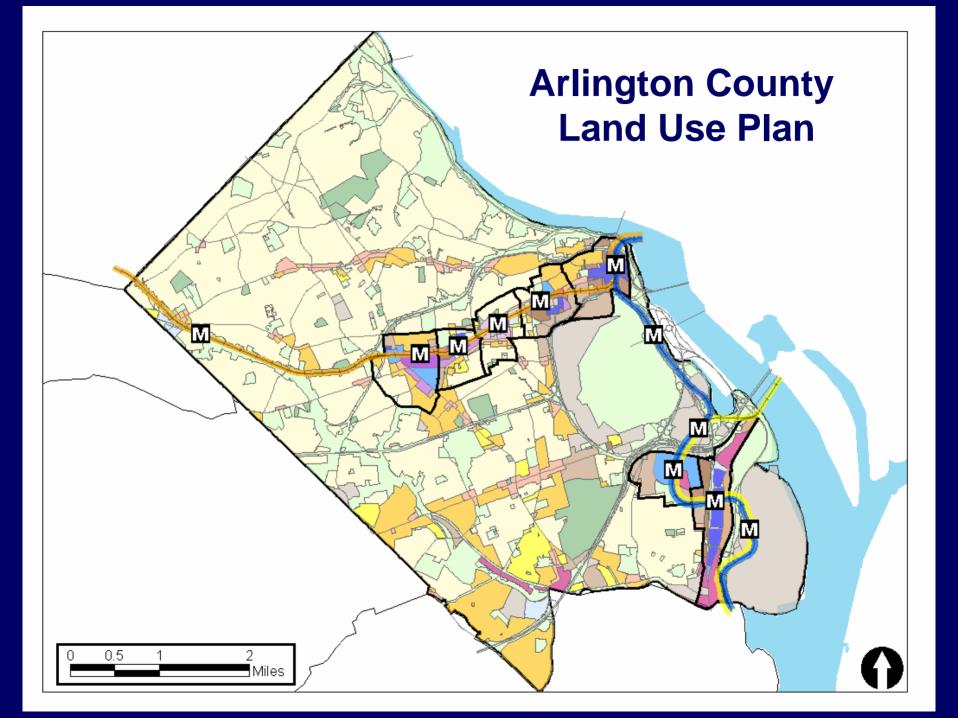
KEY TO SUCCESS

When the planning started for metro:

- 89% of county planned low residential, garden apartment/th or retail
- 11 % of county (2 rail corridors) were re-planned to encourage mixed-use, high density development
- Zoning in the 89 % was primarily low density so little unplanned development can happen







- Density incentive GLUP for metro corridors indicated the county's willingness to rezone for higher density but land remained zoned for fairly low density
- In response to development proposals, county would rezone for higher density use shown on GLUP
- A special exception, site plan is used to approve the development

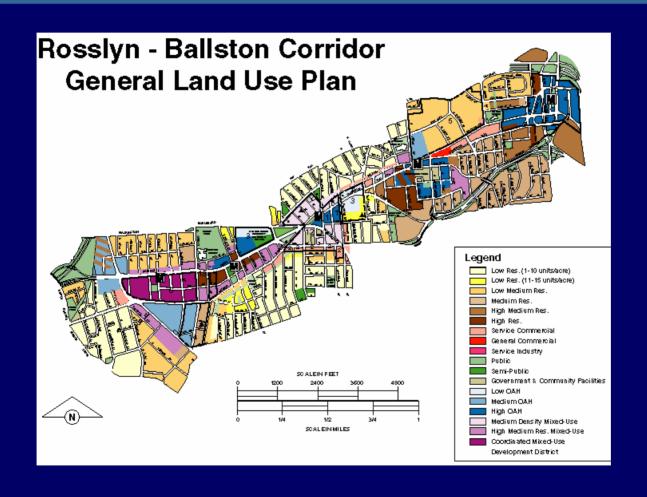




- Site Plan allows only the specifically approved uses and design
- Property owner always maintains underlying by-right zoning until they implement approved site plan
- By-right development is at a much lower density with a more limited array of uses allowed











- The site plan allows significantly higher density & height than underlying zoning
 - By-right 1.5 and 45 ft
 - Site plan -3.8 10 FAR and 100 300 ft
 - Parking 2 spaces per 1,000 sq. Ft. Vs 4 spaces per 1,000 sq. Ft.
- Site plan is approved only if:
 - It complies with the standards of the zoning ordinance,
 - Is in compliance with the mix required by the GLUP
 - Provides the features called for in the sector plan for the area - including public improvements

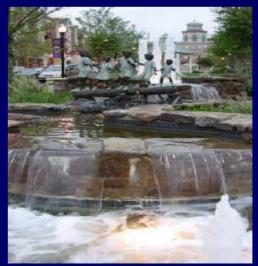




SITE PLAN

- Increased density in return for
 - Building the development we want
 - Where we want it
 - And building significant amount of the required and desired public improvements









Some of the zoning tools we've created include

Mixed use

- C-0-A: 50/50 res/off mix up to 6.0 FAR can be 100 % residential
- R-C: 1.24 FAR office, 2.0 FAR residential residential must proceed first or concurrent with office

Redevelopment

- C-O Rosslyn: 10.0 FAR





ROSSLYN TODAY





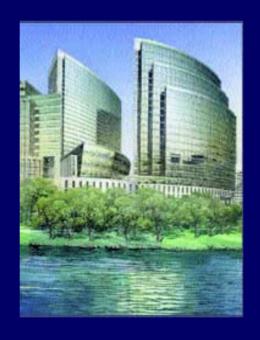
C-O Rosslyn Development: 10 FAR







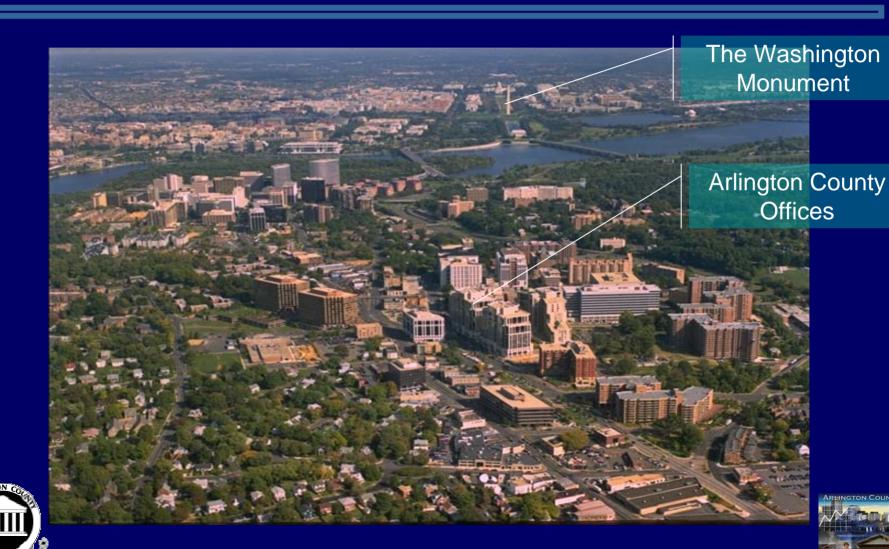
ROSSLYN TODAY







AERIAL - COURTHOUSE TODAY



COURTHOUSE TODAY











CLARENDON TODAY













VIRGINIA SQUARE TODAY













BALLSTON TODAY











BALLSTON TODAY







View of Rosslyn-Ballston Metro Corridor Development Patterns



MEASURING SUCCESS

R-B CORRIDOR 1970



22,000 jobs
5.5 million sf office
7,000 housing units

R-B CORRIDOR TODAY



94,000 jobs23.5 million sf office24,500 housing units



METRO RIDERSHIP (Average daily entries and exits)

<u>1991</u>

ROSSLYN

13,637

COURT HOUSE

5,561

CLARENDON

2,964

BALLSTON

9,482

2005

ROSSLYN

31,933

COURT HOUSE

14,7<u>65</u>

CLARENDON

7,218

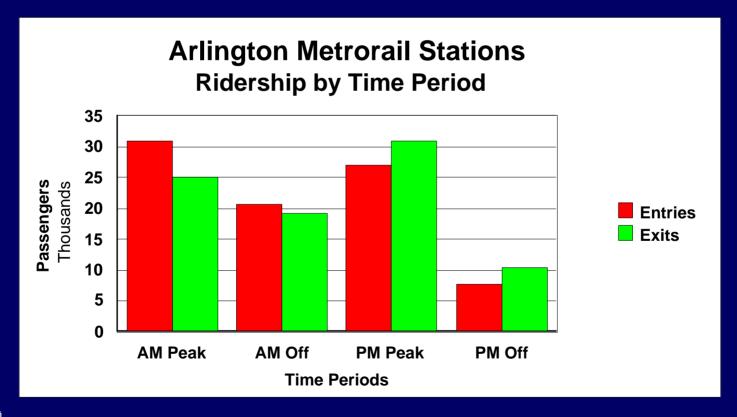
BALLSTON

23,737





BALANCED DEVELOPMENT = BALANCED RIDERSHIP

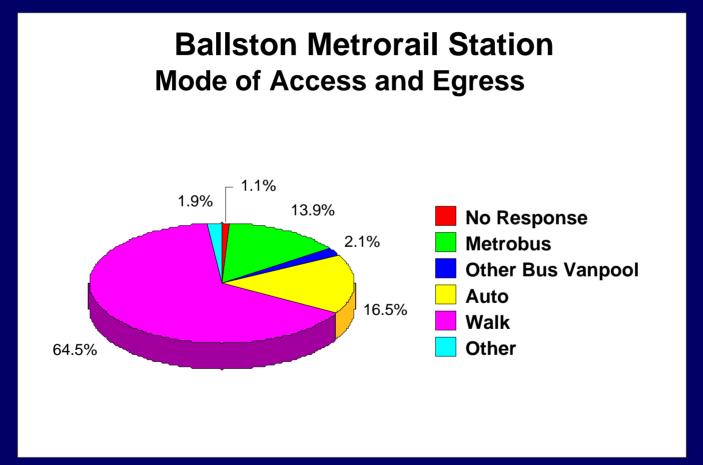






PEDESTRIAN ACCESS

64% WALK TO STATION







R-B CORRIDOR DEVELOPMENT:

<u>1970</u>

OFFICE

■ 5,568,600 SF

RESIDENTIAL

7,000 UNITS

Ratio of Residential to Office: 56/44

2002

OFFICE

23,580,700 SF

RESIDENTIAL

24,500 UNITS

Ratio of Residential

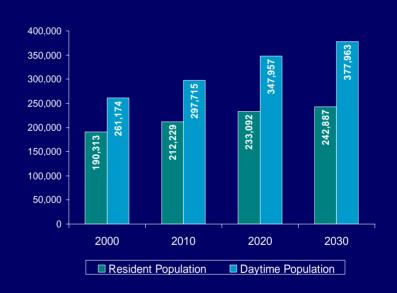
to Office: 51/49





HOUSING

POPULATION







MODES OF WORK TRIP

- 39% of those who live in corridor take transit to work
- Another 10% walk
- Those who live in corridor own 1.13 vehicles/ hh vs. 1.53 in the rest of county





- \$12.7 billion of total \$27 billion in assessed land value in the county is in the metro corridors which is 11% of total land
- Today Arlington has more office space than downtown
 - Dallas
 - Pittsburgh
 - Denver





2000 CENSUS JOURNEY TO WORK DATA – REGIONAL COMPARISON

_				
Location	R-B Corridor	Arlington County	Regional Core	Inner Suburbs
Total Workers	26,177	116,046	454,120	1,380,198
Drove Alone	41.7%	54.9%	46.8%	70%
Car Pooled	8.2%	11.5%	11.5 %	13.3%
Public Transit	38%	23.3%	27.8%	10.4%
Walked	8&	5.6%	8.7%	1.8%
Other	1.2%	1.4%	1.6%	.7%
Worked at Home	1.9%	3.5%	3.6%	3.8%



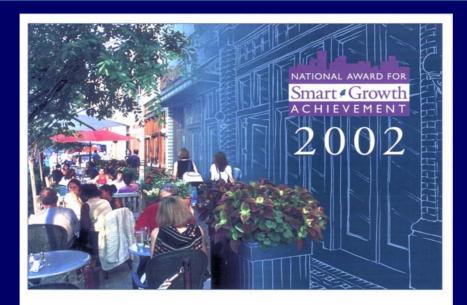


- County has maintained low property tax rate (\$.973 per \$100 fmv) and maintains amongst the highest levels of services
- County consistently maintains AAA bond rating from all rating agencies





EPA SMART GROWTH AWARD



National Award for Smart Growth Achievement

For effective planning, policies and Overall Excellence in Smart Growth, the U.S. Environmental Protection Agency recognizes the

Arlington County Government

Smart Growth in the Rosslyn-Ballston Metro Corridor.

This exceptional example of planning and implementation demonstrates a commitment to growth that makes sense for our environment, our economy, and our communities.





November 18, 2002





LESSONS LEARNED

- Transit investments can be used as a catalyst to reshape communities
- Decide what you want, design supportive public policies/plans and tools and be patient
- Build community consensus
- Do the detailed planning at the sector area to avoid the battles at development review time
- Market needs to exist





LESSON LEARNED

- Ensure that transit is integrated with development – not secondary
- An attractive and functional pedestrian environment is important
- Develop public-private partnerships to continue consensus building and assist in the implementation
- Have high expectations, plan well and be patient
- Integrity of plan
- Be consistent





LESSON LEARNED

- Station areas must be able to satisfy the daily needs of users if they are to really to leave their cars behind (mixed use)
- Invest in the infrastructure, provide the planning context and establish the vision
- Reduce parking requirements
- Subsidize transit





- Parking
- Quality retail
- Urban design/quality architecture
- Pedestrian improvements
- Conservation of urban fabric





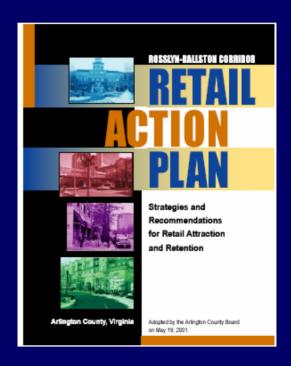
- Affordable housing
 - 11,700 new market rate units
 - Few affordable
 - New tools
 - Special affordable housing protection district
 - 25 % bonus
 - State enabled mandatory contribution





Retail

- Have not yet achieved the vital streets desired
- Retail attraction and marketing plans







- Urban design/quality architecture
 - Want class "a" buildings
 - Residential design challenges





- Pedestrian improvements
 - Balancing
 - Through traffic vs pedestrian amenities
 - Narrowing streets
 - Widening sidewalks
 - Crosswalks
 - Walk arlington











Conservation

- How to balance economic development with conservation of existing fabric
- Successful at encouraging consolidation - yet scale is often to large





